



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 1 • SEPTEMBER/OCTOBER 1994

BUICK
1937  1938

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XIII • NUMBER 1 • SEPTEMBER / OCTOBER 1994

The 9th Cylinder

Well, you're reading the first issue of our 1994-1995 publishing year which is Volume XIII, No. 1. The club was founded by Dave Lewis in 1980, so we're in our 14th year. We had 474 paying members at the end of our 1993-1994 publishing year (August 31). This is our highest number of current members. Not bad for a small, specialized, international car club!

Several members have told me they own 1938 Buicks because of how influenced they were by the book *Seventy Years of Buick*, first published 21 years ago. I still like to turn to the section on 1938 Buicks and re-read the first paragraph.

"Buick styling hit a high point in 1937, and in 1938 it hit its highest point. The 1938 Buicks today are the undisputed kings of the Buick line among antique car buffs, and well-preserved or well-restored 1938 Buicks will command higher prices and more respect than any other similar style Buick of post-1920

vintage. In a word, these cars were "absolutely beautiful." Actually, the styling was not that different than found on the 1937 models, but what few changes were made were in complete harmony with the styling and the end result was superb."

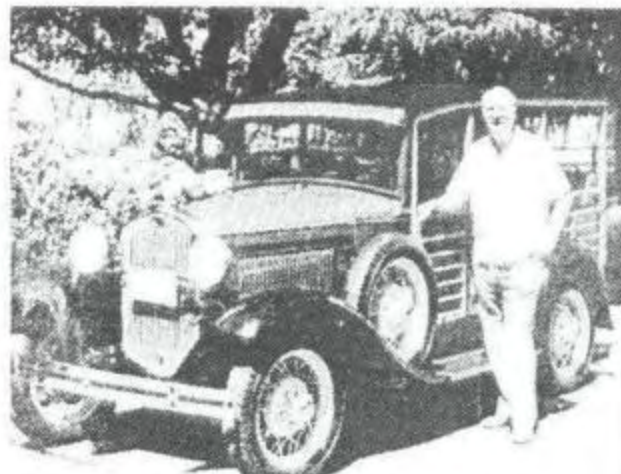
This period photo of a 1938 Buick Trunk Back Four Door Sedan sporting 1941 California plates has two accessories, license plate frames (\$2.45) and an Exhaust Pipe Tip (\$1.00). The car does not have chrome molding around the rear windows so it is either a Special or a Century. More than likely it's a Special as Buick made 79 thousand of these against only 12 thousand of the Century trunk back sedans.

Readers of the *Torque Tube* will recall our very interesting story on the Wildanger Woody Wagons in the May/June issue. The photos and information came from Ed Wildanger, the son of the shop's founder. Ed runs a custom furniture manufacturing company near my home.



FOUNDED IN 1980 BY DAVE LEWIS





I met Ed by chance when his 1930 Model A Wildanger Woody was parked next to my 1938 Century at a local meet. Ed won first in class with it at the 28th Annual Silverado

Concours d'Elegance in Napa, California last June.

Ed called the other day to say he had found a photo of a 1937 Buick Wildanger Hearse. It was made for the J.W. Flock Funeral Home in Long Branch, N.J., Wildanger used a 1937 sedan body, probably a Limited, and cut it just back of the front door (*centerpost*). The chassis and drive train were lengthened 4 feet (1 meter). The hearse has a suicide side door as well as a rear door.

Ed says his father would have made a full size drawing of the body to show to the customer. This drawing would then be used as a template to make the body out of wood and steel. The shop, in Redbank, N.J., employed 6 people during the Depression.



TORQUE TUBE

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquires, etc. to:

THE TORQUE TUBE
1005 RILMA LANE
LOS ALTOS, CA 94022

Editor.....Harry Logan, #651

Art Director.....Dug Waggoner, # 10

Contributing Editor.....Wayne Chan, #140

Contributing Editor.....Bill Olson, #427

Technical Editor.....Don Micheletti, #250

Roster Editor.....Jim Flack, #499

Advertising Editor.....George Canavan, #806

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from the Torque Tube.



Laurie Roberts (#1046) of Auckland, New Zealand sent this photo of his 1938 Special Model 41 under restoration. Laurie says New Zealand imported GM Fisher bodied Buicks instead of the Australian made Holden Buicks. That surprised me as New Zealand is so close to Australia and so far from the U.S.A.



Bob Hamro (#775) recently acquired a maroon 1937 Century Sport Coupe. The car has had a body off the frame restoration. Bob also has a 1935 Buick 5 passenger Victoria Coupe Model 58 but says the '37 Century is a better tour car because of its hydraulic brakes and more powerful motor, even more powerful than his Sequoia Cream 1941 Super Convertible Coupe. Bob is

the director of the Northern California Chapter of the Buick Club of America (BCA). Bob and his wife Carol recently returned from a vacation in Nashville, TN. His children gifted them this trip to celebrate their 35th wedding anniversary.



This beautiful blue 1938 Century Sedan Model 61 belongs to **Al Lovi** (#994 left in photo), Al lives in the San Francisco Bay Area and purchased this car in the early 1980's after the death of the original owner. The car was purchased in 1938 from the Howard Buick Company in San Francisco. That's a 1936 La Salle sedan behind Al and his friend.



Here's another 1938 Century 4 Door sedan Model 61 that belongs to **Charles Jekofsky** (#524) of Washington, D.C. No, that's not Charles setting on the fender.



Here's Charles as seen on Washington, D.C. television several years ago wearing his original white Buick service man's attire. Charles was interviewed about his '38 Century sedan while at a local car show.



And to make sure everyone knows what the car is, Charles made these covers to fit for both the front and rear windows.



George Peska (#68) has owned this '38-61 since 1985. It still has its original black paint. The car was sold new with sidemounts, so there is no shelf and spare tire compartment in the trunk. This gives the car more trunk storage space. Note the chromed bolt instead of a front bumper medallion. Most 1938 Buick's have the medallion, but I've seen Specials, Century and Roadmasters with this bolt. The medallion is not listed in the '38 Accessory booklet. Does any member know why some '38's have this bolt instead of a medallion?



Here's another 1938 Century 4 Door Sedan Model 61. It belongs to **Joe Giordano** (#333) of Liberty, MO. Joe says it's not perfect, but a very nice original car. Joe also has both a 1937 and a 1938 Century Convertible Coupe which need restoring. He plans to restore the 1937-66C first.

Joe also had the answer to a question that owners of sidemounted cars and coupes have. Why can't you put inflated modern tires in your sidemounts or in a coupe's trunk spare tire compartment. Joe says before 1948, tires had a **straight profile**. In other words, the sides were flat whereas now antique tires for our Buicks have rounded sides. When inflated, you can't get the sidemount covers on. The spare in my coupe

is not inflated as this was the only way I could get it in the spare tire compartment. I carry an aerosol tire inflation can in case I need to use the spare. Joe has some old U.S. Royals with straight sides. He says the sidemount covers fit perfectly on them.

Under the heading of TIRES on page 10-2 of both the 1937 and 1938 Shop Manuals, it reads:

"The tires on all models are low pressure balloon type, **straight side**, cord tires."



Here's the fifth and last photo (for now) of a members 38-61. This black beauty belongs to **Marv Rhynard** (#327). The car has the optional Dante Red instead of black wheels.

Andy Diem (#852) sent me a copy of the October 17, 1936 Automotive Daily News, the Newspaper of America's Greatest Industry! The headline was **'37 BUICK AND DODGE HERE**. Some of the key points were:

- Buick Offers 4 Distinct Lines, 6 New Bodies.
- Prices cut \$20 to \$50 on Smaller Models.
- Power and Wheelbase increased over 1936 models on all lines.
- All steel body construction used in 1937 Special and Century models.
- Smart, new styling for 1937.

Another article in Automotive Daily News states that black is still the most popular color followed by blue.

Andy sent a photo (page 6, top) of a black '37 McLaughlin (Canadian) Buick Series 90 Limited with a custom eight seat limousine body by Thrupp & Maberley. It was first registered on Dec. 18, '37 and owned by the Hotel Windermere in the English Lake District. The front compartment is trimmed in navy leather with cloth upholstery in the rear. This car sold recently at auction in Hendon, England for £3,967 or \$5,950.

The auction catalog states: "This car will lend itself ideally to the hire trade, weddings etc. It has the benefit of an unstressed straight 8 engine of 5,247 cc." Thank you Andy.

Lars Gulliksrud (#1013) in Norway reports his 1937-61 no longer overheats since he put in a radiator with a modern core. He also added a Gano Filter and overflow tank, two technical tips from the last issue. He says he can now drive his '37 up to 80 mph for as long as he wants or to the top of every mountain he can find without overheating.

Lars also met an American tourist from Flint who was on a bus trip to the fjords. He was retired from Buick, but while there he helped design the transmissions in our Buicks. He was quite impressed by Lars' '37 Century and happy to hear the transmission worked fine.

Victor Lane (#1014) who lives in Wales, U.K. wrote recently. He said the 1937 Buick pickup truck shown on page 165 of *Seventy Years of Buick* was for sale in the U.K., so he went to look. The pickup was offered for \$15,000. He believes it was made from a Limited. It was converted to a pickup in the 50's. Victor said it was "a rather sad, shabby old thing, and I think was never the well done and attractive conversion the caption in the book suggests."

Recently, I acquired an original 1938 plastic map light cover. (It's shown on the left with a reproduction cover on the right). The original's lettering is thinner and crisper than the repro. The original is also 1/8" wider. This explains why it's hard to fit a repro cover so that it completely covers the cut out area in the chrome radio grille. The original (left) is fastened with two 8-32



screws while the repro uses self tapping screws. The original was painted silver on the bottom to reflect the light down.

In the last issue, I wrote that I believed that the lettering and three stripes on 1938 map light covers were black. **Craig Allen** (#746) has two

original 1938 Specials. He says he checked them both and found the three strips and the word **Special** on both his cars are tan, not black. They match the tan instrument cluster and ash trays. (Buick called this color "taupe" from the French word for a mole. Mole skin is tan colored).

Craig also says the three horizontal lines at the top of the 1938 chrome radio grille are not painted. Instead the lines have a frosted or dull silver look to them.

John Johnson (#697) says his original 1938-46 Business Coupe's map light cover and grille stripes agree with Craig's description. The letters on my original **Century** map light cover are brown, but they might be tan with years of dirt and dust causing them to look brown.

We have **Keith Korb** (#1025) in Springfield, MA. offering to make copies of the curved 1938 jack handle if there is enough interest from the members. Keith is a machinist and has made them before. He would use a 20' length of 9/16" cold rolled steel rod, enough to make 6 handles. He will charge his cost plus shipping. If you are interested, contact Keith at (413) 783-5624. Keith also pointed out that

there are two types of 1938 hood support arms. One type has a 1" area that rests against the hood with one hole in it for holding a rubber pad. The more common support has a wider area (1 3/4") that rests against the hood. It has two holes and



10.232 TRANSFER, Instrument panel

.....4082358	1.25.....1938-40
.....4082359	1.25.....1938-60 up to body 985 on 4609; 622 on 4611; 3418 on 4619; 343 on 4627; 110 on 4649; 180 on 4667
.....4082360	1.25.....1938-80-90 up to body 199 on 4809; 738 on 4819; 31 on 4819F; 54 on 4849; 105 on 4919; 130 on 4923; 39 on 4933
.....4086534	1.25.....1938-60 between body 985 and 1020 on 4609; 622 and 806 on 4611; 3418 and 5235 on 4619; 343 and 597 on 4627; 110 and 216 on 4649; 180 and 296 on 4667
.....4087458	1.25.....1938-80-90 between body 199 and 389 on 4809; 738 and 2517 on 4819; 31 and 108 on 4819F; 54 and 361 on 4849; 105 and 259 on 4919; 130 and 384 on 4923; 39 and 285 on 4933
.....4087767	1.25.....1938-60 after body 1020 on 4609; 806 on 4611; 5235 on 4619; 597 on 4627; 216 on 4649; 296 on 4667
.....4090447	1.50.....1939

accepts the same tab mounted metal-core rubber rest used in several places on 1937 and 1938 Buick hoods. (Lynn Steele part no.70-0127-30).

A note from **Ron Stigler** (#432) pointed out that the Buick parts book (see above) shows three (3) different Instrument Panel **Transfers** for 1938 Centurys. I had always believed there were two, the chevron pattern and horizontal grain red mahogany. The original wood-grained dashboards I've seen have a reddish tint in them. Does anyone have more information on this? Let me know so I can tell everyone. Thanks.

Dave Paulisin (#704) sent a copy of a customer repair order from the Auto Selling & Supply Co., Buick Sales & Service in New Bedford, MA. dated July 29, 1937. A Mr. Wilde brought in his '37-44 (Special 2 door slant back sedan) for a 1000 Mile Inspection, fixing a glove box rattle, packing the rear spring covers, changing the oil, chassis and transmission lube and

packing the front wheel bearings. And the car was delivered to his house. The total cost was \$11.30! Amazing! Thanks for sharing this with us Dave.

Also, **Dave Powers** (#894) recently purchased a Samarra Beige '37-80C just like the one that burned when his house caught on fire in 1988 (see article on page 13). Dave picked up the car in Washington State and drove it to his home in Southern California. Along the way, he visited Marshall and Doug Nelson in Salem, OR. Marshall also owns a beautiful red '37-80C. On his return drive home, Dave took this photo (middle) of his car in front of an old Victorian home in Hayward, California.



In this photo (bottom), we see **Jack Vance** (#1053) and his two recently acquired 1937 and 1938 Special 4 Door Sedans Model 41. Jack bought the black '37 from Bob Simmons in Santa Cruz, CA last Spring. He then bought the '38-41 that was advertised in the November/December

Torque Tube. It still has its original gray paint in excellent condition. The car now has 26,841 miles on it. Jack doesn't feel the least bit intimidated when he drives it about 15 miles to work and back every other day.

Christian Simon (#1062), our only Swiss member, is shown as a child (right) in the winter of 1953/54 with his Buick pedal car. His father told him that he now owned a Buick and that was something to be proud of. There, in the background, you'll see an early postwar Nash Rambler coupe that belonged first to his grandfather, then to his father. This was the car he was transported in for the first seven years of his life.

Christian had his '38-61 painted twice because the paint shop did not match the correct shade of gray. He also needs to work on the brakes, front end, shocks and the motor (it has zero compression on two cylinders). His '38 Century was first sold in Jamaica, N.Y., imported to Germany in 1988 and then purchased by Christian earlier this year.

Bill Whyte (#968) who lives in Scotland owns the 1938 Century Convertible Coupe shown on page 177 of *Seventy Years of Buick*. He says 14 were produced in Flint with right hand drive and the car he owns is the only one left in the U.K. It has only 45,000 miles on it and is all original except for the top and upholstery.

Bill sent me some videotapes of the dedication of a memorial plaque to **David Dunbar Buick**. The namesake of the Buick automobile was born in 1854 in Arbroath, Scotland. This shot (above) from the video shows the dedication ceremony last June with Bill's 1938 Century Convertible Coupe in the background. It was one of the antique Buicks at the dedication and I think the best looking car

there. You'll get a chance to see for yourself as I'm preparing an article on Bill's 1938 Century for the next issue of the *Torque Tube*.



Some members have asked me about buying back issues of the *Torque Tube*. I have the back issues for the '92-1993 year (Vol XI) and '93-1994 year (Vol XII). The cost for these, including shipping, is \$30. per year.

Please contact our former editor **Bill Olson** (#427) in Ohio (614) 436-7579 for the 1991-

1992 (Vol. X) back issues. Contact **Paul Culp** (#508) in Pennsylvania (215) 249-3166 for the back issues before that.

My first issue as Editor was Vol. XI, No. 4, of January/February, 1993. We did a story on page 13 called *The Wedding March* about the wedding of Tom and Janine Kamide (#803). Tom used both his 38 Special Sport Coupe and '37 Century Sedan in the wedding. Tom and Janine recently became parents. Congratulations.

Steed Evans (#1079) from Largo, FL just became a member. I sent him back issues, so he wrote to say how much he enjoys reading them. He says the *Torque Tube* is the best, most practical car magazine he's seen. Thanks Steed.

In the same vein, **Dick Oellers** (#1075) from Winthrop, Maine wrote to say: "I cannot count the number of times I read in the BCA about the 1937-1938 Buick Club. I like that expression, 'You Snooze- You Lose!' I certainly did lose by not acting sooner. I

had no idea that there were that many people out there that share the same love for 1937 and 1938 Buicks." Thanks Dick.

The 1995 *1937-1938 Eastern Meet* will be held in Winchester, Virginia August 11 and 12, 1995 (Friday & Saturday). The AACA Founders Tour begins on August 13 and will be



held in Fredrick, MD., about an hour's drive from Winchester. So anyone wishing to can attend both meets. **Karl and Dorothy Anderson** (#47) will be the hosts.

We're hoping to have a **1937-1938 West Coast Meet** sometime in 1995. Longtime members **Bill and Karren Schaeffer** (#622) have suggested the Cambria, San Simeon State Historical Monument (Hearst Castle) or the Monterey areas. **Saul and Taffy Hoffman** (#666) have offered to host a barbecue at their lovely home among the redwood trees in Ben Lomond. Their home is about 1 hour's drive from the Monterey area.

While at a local Buick Meet, I purchased an accessory trunk light that we have mentioned in the last two issues. In the photo below, here's what it looks like disassembled. It appears to have the same type of switch, with three metal balls, as the glove box light switch (See Vol. IX, No. 4, page 26 & 27). These 3 balls are supposed to roll together completing the electrical circuit and turning on the light when the trunk lid is raised.

The 1937 and 1938 Buick doors were unlocked from the right front passenger side. Then you had to reach across the front seat to unlock the driver's door. Because it's more convenient to unlock the door from the driver's side, many members, including myself, reverse the outside door handles. In a recent show I had a point taken off for doing this.

The September 22, 1994 issue of Old Cars Weekly had a large and interesting article entitled **Bennett's Buick of Wayland, N.Y.** It was about the history of Bennett Buick, founded in 1919 by Guy Sr. and



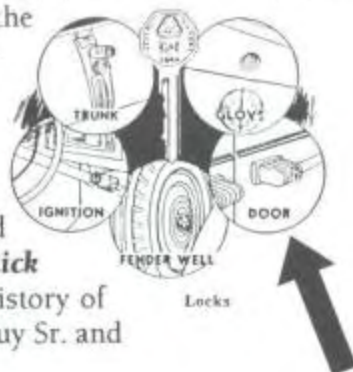
Homer Bennett. Guy Sr. is now 98 years old and still opens the doors every morning at 7:30 am. And according to his son, **Guy Bennett Jr.** (#161) he's the last one to leave if they're working late. Congratulations on a very interesting story.

Lou Wildt (#245) sent photos of the **1994 Eastern Tour** through beautiful hills and scenery of rural Indiana last August. This photo (top) was taken in Brown County Park in Nashville, Indiana. The cars on the tour (front to rear) were **Lou Wildt '37-61**, **Lou Dickman '37-41**, **Clarence Hoffman '38-40C**, **Marv Rhynard '38-61**, **Jesse Cahue '38-48**, **Karl Anderson '37-46C**, **Joe Bieber '37-41**, **John Steed '37-66C**, **Dave Bylsma '38-66C**, **Dan McLaughlin '37-46**, **Bob Mitchell '37-47** and **Steve King '37-47**. Not shown

are **Jim Pascoe's French bodied '38-90** and **Frank Wrenick's '38-41**. See story on page 20 by **Steve King** (#776) in this issue.

My wife & I will be spending three weeks in Australia in

November. We will make Sydney our main base and rent a car. We'll visit my wife's high school friend who's husband is in Australia for a year as an exchange teacher. Hopefully, we'll visit one or two of our members who live in the area.



Harry

This scene from the 1940 film *The Bank Dick* shows W.C. Fields (right) with the straw hat and a 1938 Roadmaster 80C in the background. This classic of insane humor about a no-account (Fields) who become a bank guard. This film concludes with a long chase scene that would have Steve McQueen's hair standing on end. Fields does things with a '36 Packard phaeton you wouldn't do with a dune buggy. On the back cover we see another shot of the '38-80C from the movie *The Bank Dick*.

LOOKING FOR OUR BUICKS IN THE MOVIES

By Harry Logan (#651)

W.C. Fields and myself crossed paths at the end of his life. He was a patient at the Las Encinas Sanitarium three blocks from my home in Pasadena, CA. I worked there while going to high school and would often bring him his food. He lived in a private cottage and when I rang the door bell, he'd be in his underwear with his big red nose and tell me to

put the tray on the couch. He wasn't eating much, at that time of his life, as there were often other trays with uneaten food still there.

He had a card table full of liquor bottles, so I guess he was getting his nourishment that way. I remember as a 14 year old thinking how pretty all the bottles with different colored liquids look. He died there on Christmas Day, 1946.



W.C. Fields portrays Egbert Sousé in the 1940's film *The Bank Dick*. The other actor in the scene is Shemp Howard of Three Stooges fame. Fields career is at it's highest in this film which is considered to be his best and a comedy classic. (photo from the book "The Art of W.C. Fields", by William K. Everson for Bonanza Books, © 1967)



This '38 Roadmaster Phaeton Model 80C appears in the 1940 W.C. Fields film *The Bank Dick*. If you're familiar with his zany sight gags and hilarious plots then you'll enjoy this film. Amongst the various plots and sub-plots the movie company's director, A. Pismo Clam, becomes too inebriated. After meeting with the movie production supervisor Fields cons his way into directing the film. Here you see the 80C carrying the two stars of the movie Fields is to direct plus a maid and chauffeur. Note the after-market grille guard.



The Buick has just stopped and a valet opens the car's door.



The valet is brushing off the tall actor while the short actress and her maid have just stepped out of the Buick. A clever use of exaggeration to further the cause of comedy.



Director Fields (center) gives the actor and actress instructions on how he wants them to act in his film. If you have a chance to rent this film you'll see a beautiful '38 80C.

A ROADMASTER ARISES FROM THE ASHES

By Dave Powers (#894)

It was love at first sight when I saw this 1937 Roadmaster Convertible Sedan Model 80C in New York in 1977. This 57 year old vehicle had less than 60,000 original miles on it and had three previous owners including the museum that I purchased it from.

The car was special ordered for a wealthy lady in Huntington, Long Island, New York. It had rear



wind wing windows and a roll up divider window. The interior was broadcloth instead of leather and the convertible top did not fold down. The convertible top hinge joints were welded at the factory and the scissors-like folding parts were never installed!

After an eventful drive across the country with many mechanical difficulties along the way, the car and I finally arrive back home in California.

Eleven years later just before Christmas, 1988, I lost my car and house in a fire. That's me behind the man with the shovel surveying the damage. What a Christmas present that was!



"...after the fire the engine still ran..."



Amazingly, after the fire the engine still ran and the transmission worked. The car could be moved under it's own power.



But the previously rust free car now had surface rust all over it due to the water used in extinguishing the fire.



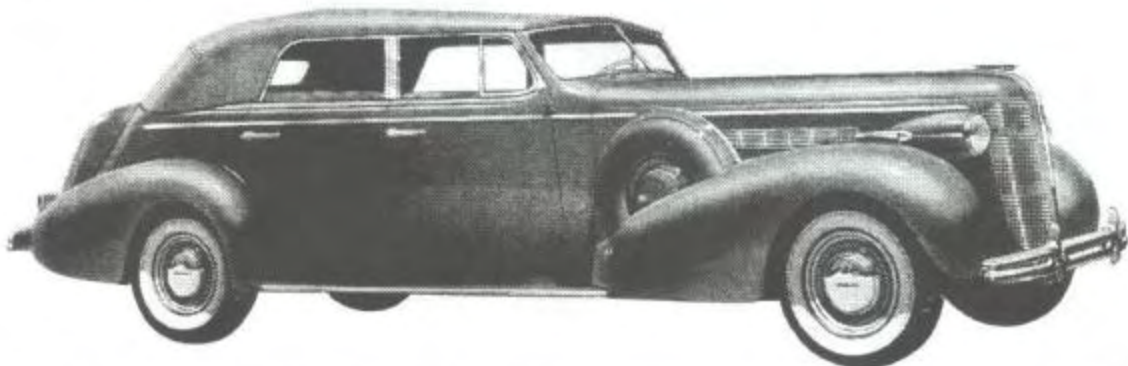
“...this Roadmaster will arise again from the ashes!”

Then I had problems with my insurance coverage. I called the insurance company at renewal time to raise the coverage limits on the 37-80C. I was told “We are not doing any business in California because of Proposition 103. Call us back in 2 weeks.” Then I had the fire. Afterwards, I was told that I had no coverage, although I never received any cancellation notice!

A year later, I sold the car as I was “mentally burned out” and did not want to see

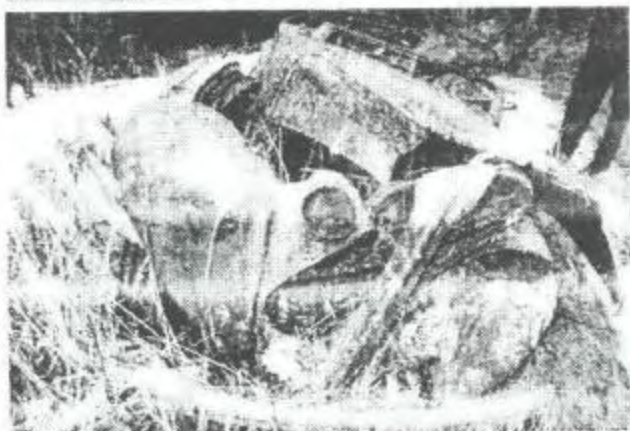
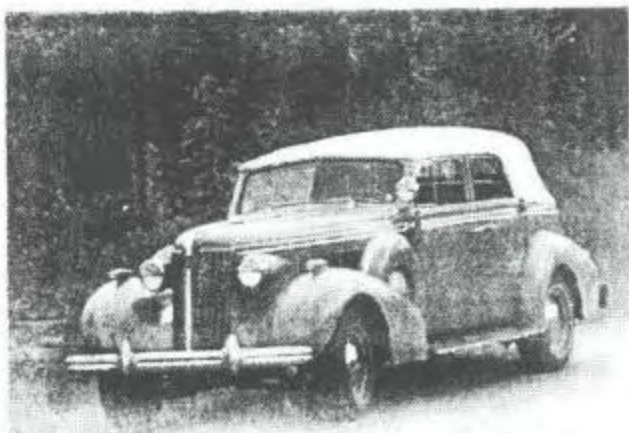
it again. **Hal Durian** (#818) of Claremont, California, purchased it and is having it restored. And like the legendary bird, Phoenix, one day this Roadmaster will arise again from the ashes!

(Ed. Since selling the car, Dave's love affair with 1937 Roadmaster Phaetons continues. He bought a basket case and has started over. One day we'll see Dave and Hal cruising around in their 37-80Cs.)



A NORWEGIAN TRAGEDY

By Lars Gulliksrud (#1013)



This 1937 Buick Century Phaeton Model 60C in good original condition was owned by a local collector up until a year ago.



Then the barn where it was stored burned down and this is all that's left. What a Tragedy! I think I would take up stamp collecting if it were my car.

MY ROADMASTER STORY

By Lydell Hansen (#1054)

My father-in-law acquired this 1937 Roadmaster four Door Trunk Back Sedan Model 81 in 1954. (Along with a 1929 Cadillac limo). The Roadmaster had been used in Rapid City, S.D. as a taxi during WWII.

The front doors and front side-mount covers were painted white, while the rest of the car was in its original black color.

My father-in-law's heart attack restricted him to power steering cars, so he sold (gave) the Roadmaster to his one and only son-in-law (me) in 1958.

I added a 1948 steering wheel and signals and used it as a second car in Minneapolis and then Dallas. I used it for commuting and car pooling. You should hear the comments from a car full of riders. They really enjoyed their drive in the old Roadmaster.

In 1963, mechanical and expense problems grounded the Roadmaster. In 1974 after



eleven years in storage, the Roadmaster was resurrected for school use by one of my four sons. The Gray Bedford Cord interior had been badly damaged by insects while in storage. I also had to substitute a 1938 rear end. But the car was a big hit with

my son's school friends.

In 1985 I started to seriously restore the Roadmaster. I rewired it and rebuilt the brakes and shocks. Then I redid the interior and added a third stop light inside the back window! It doesn't show until you hit the brakes (*cheap insurance!*)

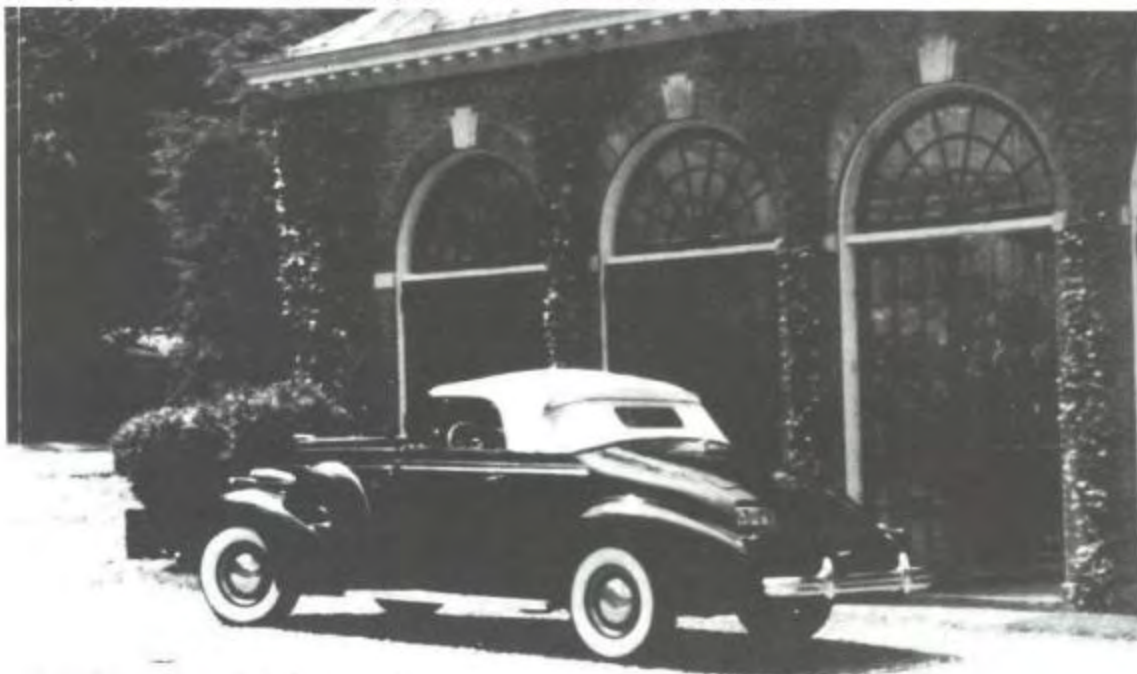
Then I had problems with a bad master cylinder. I had the old one honed and substituted new internal parts, but it just wasn't working. I have since substituted a Chevrolet truck master cylinder and hopefully now have a working system...

*My only regret is
that I didn't find the
TORQUE TUBE
until a year ago!*

TAKING THE VIRGINIA CURE



Here are three of our East Coast members, Andy Diem (left) and Von Hardesty (right) from the Washington, D.C. area and Karl Anderson (center) from Berryville, Virginia. In the photo above we see "Doctor" Karl Anderson in consultation with fellow members Andy and Von on how to keep their '37's running smoothly.



Von purchased this maroon 1937 Century Convertible Coupe in California a couple of years ago. He's been working on the car since then and says that it has never been in better shape. He plans on having some body work done and the car repainted.



Andy's 1937 Special Convertible Sedan Model 40C is an all original car including the Coronary (dark) Green paint and top. The car has less than 20,000 miles on it and the top has never been lowered! The original owner was Mrs. Frances Sloane of Mt. Kisco, N.Y. Mrs. Sloane was Andy's wife's grandmother. The car had been stored in New York for 37 years until Andy acquired it in 1990



Karl beautifully restored this Samarra beige 1937 Special Model 46C. Karl and his wife recently drove the car on a nearly 10,000 mile trip to Georgia, Oregon and back to Virginia!

1937-1938 BUICK CLUB EASTERN MEET

By Steve King (#776)



The photo above shows the business end of 12 1937-1938 Buicks lined up in Brown County State Park, Indiana.

The Eastern Meet began on Thursday, August 18 with the arrival of many of the enthusiasts at the Salt Creek Inn in Nashville, Indiana. As more cars arrived, the "bull" session increased in intensity under the shade tree next to the Inn. **Marv and Phyllis Rhynard** (#327) arrived in their 1938 Century on Wednesday to get an early start on the shopping and sight-seeing in Nashville. I'm sure the merchants appreciated their efforts.

Nashville Indiana is a quaint and picturesque community set in Brown County (no, not in Tennessee). During the Fall, this area is a popular sight-seeing destination to observe the changing colors. Even without these colors it still has many interesting sights and roads to travel.

Friday's tour began at 8 A.M. with a slight delay. **John Steed** (#132) from Greenwood, Indiana was coming down that morning to join us in his '37-66C (restoration in progress). En route he had a flat tire. No big deal, right? Wrong, John forgot his jack. Luckily a passerby came along

almost immediately with a jack and got him back on the road. John's day didn't start out too well and wasn't over yet. Eight cars left the parking lot for the start of a 160 mile journey that would wind through three southern Indiana counties. I think the drivers would agree that winding was the right description of these roads. **Dan McLaughlin** (#466) was in heaven on these crooked roads according to his wife Marian.

We headed our cars west, on State Route 46, to the edge of Bloomington and then turned south on State Route 446. This road took us past and over Monroe Reservoir, the largest lake in Indiana. Since no one needed water we kept moving farther south through thriving towns like Heltonville, Buddha & Tunnelton. Our first stop was at the Virgil (Gus) Grissom memorial located at Spring Mill State Park. Gus Grissom was one of the original 7 astronauts. He was born near this area and was one of the astronauts killed in a fire during the Gemini space program. Pat King was kind enough to provide cookies and lemonade for all the tourists. With only 70 miles down and two hours into the tour, we drained our radiators and headed to our next stop, the Williams covered bridge.

No old car tour is complete without a covered bridge. The Williams bridge was built in 1886 and is the longest still in use covered bridge in Indiana (402 feet or 123 meters long). Pictures were taken as each car rolled off the bridge.

At this time **John Steed** (#132) expressed a genuine concern about not having enough gas to make it to our next stop 13 miles (20km) away. He hadn't had time to fill up that morning with the flat tire and all. His concerns soon became a reality about a

mile down the road when the '37 drew its last drop of petrol from the tank.

Here's John Steed saying a prayer to the "Gasoline God" as he borrows some go juice from **Clarence Hoffman's** (#546) phaeton (below).

Thanks to a group effort, we got John going again. As the story unfolds **Karl Anderson** (#47) alerted myself on the CB that John had a problem. **Bob Mitchell** (#946) provided John with the siphon hose, Clarence Hoffman provided the gas, John provided the "empty" can and Karl Anderson provided the suction for starting the siphon. Karl later said that Clarence needed to get a better tasting gasoline and that lemonade is not the answer to getting rid of that foul taste.

It was lucky that our lunch stop was close at hand although yours truly didn't follow his own directions and took a slightly unplanned detour. Everyone was ready for this stop at the Hickory Hill Restaurant. The air conditioning was appreciated as it was not yet noon and in the high 80's (high 20's C). Karl finally got the octane flavor out of his mouth. We filled ourselves and the car's gas tanks.



Back on the road again we headed north on State Route 37 toward our last planned stop, the Oliver Winery. This was probably the most popular stop for some of our weary travelers. The winery folks provided a very informative tour

and, even more important, a free tasting session. This winery is not stingy with their free samples. This facility furnished us with another photo opportunity. This area is famous for its Bedford limestone. They had stacked numerous large

limestone blocks around the parking lot. After a few purchases we hit the road again. We left the four lane highway and found some more winding roads back to Nashville.

The second day of the meet found 12 cars touring through Brown County Park with its steep hills and hairpin turns. It was a real clutch and brake test. All 12 cars passed this test with flying colors. After another photo stop and a few admirers, we headed on into Bartholomew County and more winding trails. **Lew Wildt** (#245) radioed that he had

found a few new squeaks in his '37-61. There was no extra charge for this service.

Sixty miles later found us at the Story Inn (see **Karl and Dorothy Anderson's** 37-46C top of page 22) for a gourmet lunch. Thirty seven of us



enjoyed the food, drink and the antiques in and around the old Inn. The 1850's general store has been converted into a bed and breakfast and restaurant. With the cars parked in front of the Inn, it looked like we might actually be back in 1938. The old gas pumps definitely added to this feeling. After lunch and photos, we headed back

to Nashville. A rain shower welcomed us back to town. John Steed's "work in progress" convertible failed to have a top. Luckily a drive through bank next to the motel provided a makeshift carport. This facility later turned into the (Doctor) Karl Anderson "tuning up" garage. **David Bylsma's** (#117) '38-66C and John Steed's '37-66C were customer's of Karl's that afternoon. The rest of us rested, shopped, watched it rain or shot the bull.

In looking at the photo below can you tell if this a dice game or a repair session on Clarence Hoffman's 38-40C?

Saturday evenings dinner was the finale of the meet with 35 persons in attendance. One thing nice about these meets is the lack of formal speeches or program. Everyone had a chance to socialize and discuss those beautiful cars. We said our good-byes and headed back to the motel.

When you plan an event like this you always wonder if anyone will come and if they'll enjoy what you've planned. The turnout was good, 15 1937 or 1938 Buicks and one 1938 Harley Davidson motorcycle ridden by **Joel Busby** (#846). This made it all seem worthwhile for Pat and myself. With some members traveling from as far as 600 to 700 miles away, you want to make it worthy event.

Jim Pascoe (#881) from Escanabe, Michigan & **Dave Wettersten** (#887) from Minneapolis, Minnesota certainly deserved the long distance awards. Dave started out in his '38-41 but 3 hours from home detected some terrible engine noise and had to return home for his modern vehicle. That's dedication to his hobby.

Thanks again for all those who attended. Rumor has it that next year we'll be meeting in Virginia. Hope to see you all then.

Thanks again for all those who attended. Rumor has it that next year we'll be meeting in Virginia. Hope to see you all then.



PAINT SAVING 1937 HOOD PROP

By Harry Logan (#651)

1937 Buick hoods often get scratched because they slide off their resting spot on the cowl, especially after the rubber on the rear edge of the hood becomes old and brittle.

One solution to this problem is this neat folding hood prop. It attaches to the radiator brace rod and has a big rubber bumper that you rest the hood on. But I found another problem in that the hood prop sticks up a couple of inches above the brace rod when folded down. This is not enough clearance to be able to lower and lock the hood. So I put some black plastic tape over the brace rod, under the spot where I attached the hood prop clamp, so that I can twist it inward before lowering the hood. It works like a charm. Now I don't have to worry about the hood slipping and ruining my nice paint job.

The hood props are \$53/pair and can be ordered from Roberts Motor Parts, 17 Prospect St., West Newbury, Mass. 01985. Their phone number is (508) 363-5407 or (508) 363-5881. Ask for part number 162.



Technical TIPS



NEW Members

*David Powers (#894)
27732 Paseo Barona
San Juan Capistrano, CA. 92675
'37-80C

*Robert MacDonald (#540)
163 Main St.
Erin, Ontario
Canada N0B 1T0
'38-46S
'38-90

*David Wojdyla (#807)
310 S. Pleasant Ave.
Ridgewood, N.J. 07450
'37-47

Richard Oellers (#1075)
100 Main Street
RD #1 Box 1820
Winthrop, MA. 04364
'37-48 '38-41

*Former member returning

Willie McDowell (#1076)
29 Wenham St.
West Haven, CT. 06516
'38-41

Leonard Helfrich (#1077)
1224 Martin Road
Longmont, CO. 80501
'38-41

David Gelinas (#1078)
1131 Hayward St.
Manchester, N.H. 03103

C. Steed Evans (#1079)
14154 110th Terrace N.
Largo, FL. 34644

Richard Spensley (#1080)
1402 Hardscrabble Blvd.
Erie, PA. 16505
'37-41

Dave Jachimowski (#1081)
Box 313
Hines, IL. 60141

Dale Wilkins (#1082)
119 Rivmont Dr. E.
Monroe, WA. 98272
'37-46S

Mark Busse (#1083)
113 E. Prospect Ave.
Mt. Prospect, IL. 60056

Charles Curtis (#1084)
P.O. Box 2137
Silver city, N.M. 88062
'37-46

Lewis Jenkins (#1085)
P.O. Box 2428
N. Wilkesboro, NC 28659
'37-47
'38-41

PARTS For Sale

◆ 1937 SPECIAL Model 41

Starter 734Z.....	\$40.
Clock (complete).....	\$30.
Nose Emblem (good).....	\$20.
Ash Tray with knob.....	\$ 8.
Cigarette lighter.....	\$12.
Headlight switch.....	\$20.
Radio covers (blank).....	\$25.
Glove Box Door.....	\$ 8.
Grille screen.....	\$15.
Radio Grille.....	\$ 5.
Map light cover.....	\$10.
Rear view mirror.....	\$10.
Interior light (rough).....	\$ 5.
Steering column lock (no key).....	\$35.
Firewall ID tag for model 41 (blue car).....	\$15.
Master deluxe heater (motor works) and defroster (motor works).....	\$45.
Taillights (Pair, missing one lens & bezel).....	\$45.
Horns (Pair, don't work).....	\$20.
Distributor #663Y 91105.....	\$25.
Fan blade.....	\$ 8.
Fan pulley.....	\$ 8.
Trunk license bracket (all glass there).....	\$20.
Trunk hinge (left, rough).....	\$10.
Robe rope.....	\$ 5.
Robe Rope escutcheons (pair).....	\$10.
Windshield wiper knob (bad plastic).....	\$ 5.
Wiper motor.....	\$15.
Sun visors (pair, can be recovered).....	\$15.
Sun visor brackets (pair).....	\$25.
Hood braces.....	\$15.
Headlight bucket chrome strips (pair).....	\$15.
Voltage regulator (4 post) (call about this).....	\$15.
Oil breather tube.....	\$ 8.
Spark plug cover.....	\$30.
Spark plug wires (holding brackets).....	\$ 8.
Front door Stainless moulding (pair).....	\$30.
Cowl stainless mouldings (pair, short pieces).....	\$25.
Back door stainless moulding (right).....	\$15.
Back door to trunk stainless moulding (right).....	\$15.
Battery floor cover.....	\$ 5.
Water pump, needs rebuilding.....	\$15.
Instrument cluster parts:	
Water temp. gauge, complete, excellent.....	\$45. firm
Gas gauge and Oil gauge.....	\$15. each
Odometer.....	\$10.
Case & glass.....	\$15.
Hood ornament, rough & pitted.....	\$10.

These parts are owned by a friend of mine and are unrestored, not NOS. They are in good condition and restorable. Call me for questions. Please add 20% postage, large orders will be billed exact postage.

Jerry Root (#422)

71 S. Pollard Dr.

Fulton, N.Y. 13069

(315) 593-2346 after 5 pm EST

EDITORS NOTE

If it's easier for you to place a Phone Ad, just call and dictate it to me. Or you can now Fax me at the same number. My number is (415) 941-4587 day or evening or leave it on my answering machine if I'm not home.

Parts FOR SALE



◆ 1938 Buick:

Driver side headlight ring.....	\$ 15.
Trouble light.....	\$ 15.
Sedan Trunk Handle.....	\$ 45.
Plastic Repro parking light lens.....	\$ 20. set
Parking Lights with very good pot metal.....	\$100. set
Retainer spring for throw out bearing sleeve.....	\$ 15.
Plastic knob for headlight switch.....	\$ 10.
Clock (used).....	\$ 25.
Radio Grill.....	\$ 15.
Hood hold open arms.....	\$ 25. set
Plate under fender under passenger side tail light.....	\$ 8.
Driving lights, 7.875 Firestone Super Ray.....	\$125. set
Limited center stainless hood strip.....	\$ 80.
Post card with a 1938 Buick Model 48 on it.....	\$ 8.
NOS king pins and bushings.....	\$ 75. set
NOS Upper knuckle threaded pins and abushing.....	\$ 65. set
NOS Lower control arm shafts and threaded bushings.....	\$ 75. set
Lower knuckle threaded pins.....	\$ 25. set

- ◆ '37/'38 Hydraulic lifters, cam, rocker assembly, push rods etc (Big Series).....\$200. set
'37 Bumper guard.....\$ 25.

All prices plus shipping. Call between 5:30 pm and 9:30 pm EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

◆ 1938 Recast Steering Wheel.

Good horn button with Buick emblem. No Horn Ring.....\$125.

Bob Hamro (#775)
3241 Williams Road
San Jose, CA. 95117
(408) 246-0239

'37/'38 PARTS LEAD

- ◆ 1937 radio in good condition with the original plastic knobs and the chromed TONE and DISTANCE/NEAR controls. The owner is an antique radio collector and serviceman.

Contact:

Hans Kleeman
(619) 346-7177
Palm Desert, California



Parts

FOR SALE

◆ Parting 1937 & 1938 Special 4 door sedans, also a 1937 coupe.

The following is just a portion of the parts available. Call with your needs.

◆ 1937 Parts:

Fender lights.....	\$ 65. pair
Clocks.....	\$ 20.
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Flat back & trunk back trunk lids.....	\$ 40. each
Complete set of headlights, excellent.....	\$ 150.
Wiper transmissions.....	\$ 50. pair
Dash cluster with water temp. sending unit.....	\$ 100.
Special sidemount fenders with all hardware and covers.....	\$1,000.
Special manifold with AA-1 carb, starter switch & air cleaner.....	\$ 300.
918A Generator, rebuilt.....	\$ 125.
663Z Distributor, rebuilt.....	\$ 75.
Roadmaster dome light lens.....	\$ 25.
Large series air cleaner.....	\$ 50.
80 & 90 sidemount fenders, no rust, minor dents with all brackets and two complete Roadmaster covers and one Limited cover.....	\$ 500.

◆ 1938 Parts:

734Z Starter.....	\$ 50.
Horn buttons.....	\$ 10.
Large series air cleaner.....	\$ 40.
Left headlight bucket with stainless, no rust.....	\$ 25.
Special & Century hood lettering.....	\$ 20. pair
Century steering sector.....	\$ 35.
Fender lights.....	\$ 75. pair
Defroster ducts.....	\$ 15. pair

◆ 1937 & 1938 Special Parts:

Splash pans.....	\$ 25. pair
Spark plug covers.....	\$ 20.
Rebabbited rods (8).....	\$ 75.
Rear motor mounts.....	\$ 20.
Headlight switches.....	\$ 20.
Special flywheel with excellent teeth.....	\$ 75.
Special & Century rust free doors.....	\$ 50. each
Belt line stainless.....	Call for \$
'38 Special rims.....	\$ 35.
'38 rear license plate stand & bracket with light.....	\$ 35.
Bumper guards.....	\$ 25.
Head light bezels.....	\$ 15.
Radio grilles.....	\$ 15.

Parts FOR SALE



(continued from page 26)

Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25.
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 35.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 25. each
Trunk hinges, very good condition.....	\$ 50. pair

◆ **1938 Special parts:**

Oil bath air cleaner.....	\$ 100.
AAV-1 carb complete.....	\$ 125.
Manifold.....	\$ 125.
Generator.....	\$ 75.
Starter.....	\$ 50.
Hood bar.....	\$ 75.
Radiator.....	\$ 100.
Tail lights.....	\$ 75. pair
Trunk lid.....	\$ 50.
Transmission.....	\$ 75.
Trunk emblem.....	\$ 35.
Head lights with sealed beams.....	\$ 65.
Hood sides.....	\$ 50. pair
Rear fenders.....	\$ 100. each

◆ **1937 Roadmaster rim.....** \$ 35.

All parts plus shipping

*Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460*

◆ **1937 & 1938**

1937 Colorado license plate in excellent condition.....	\$25.
'37-'38 Series 40 timing chain new.....	\$30.
Rocker Arm and shaft assembly (used) for '37-'38 Series 40.....	\$30.
Push rod tubes. Used. Full set for Series 40.....	\$ 2. ea
'37 Special oil pan.....	\$20.
'37 Shop manual reprint.....	\$20.
'38 Special hood sides including handles and locking rods.....	\$80.
'38 Roadmaster Transmission mounts complete set.....	\$40.
'38 Special transmission case with shift lever, top & some gears.....	\$50.

*Gary Stafford (#588)
(805) 643-3181 California*



Parts

FOR SALE

◆ 1937 Special Parts:

Interior Light (Rough-plastic good).....	\$ 5.
Head Light Chrome Strip that goes along the side.....	\$10.
Radio Dash Speaker Grill (Minor Pitting).....	\$20.
Glove Compartment Door (no latch).....	\$ 8.
Thermostat & Bypass Valve Housing (No bypass valve).....	\$10.
Robe Rope Chrome Escutcheon Covers (pair).....	\$10.
Nose Emblem (VG Condition).....	\$25.
Nose Emblem (Fair/Chipped).....	\$ 5.
Horn Button Retaining Ring. (Cracked/Repairable).....	\$10.
Horn Button & Retaining Ring Complete w/emblem).....	\$35.
Radio Covers (2 pieces).....	\$25.
Light Switch.....	\$30.
Clock (Working?/missing knobs on back).....	\$20.
Clock (Working & Complete).....	\$45. or bo
Horn (Pair) Painted & Ready to Install.....	\$40. or bo
Spark Plug Cover (painted) Small Series.....	\$50.
Steering Column Locking Device (Painted w/key).....	\$55.
Kick Panels (New, Hampton Coach).....	\$25. or bo
Glove Box Lock & Latch (Bad plastic/no key).....	\$10.
Radio Grill Screen (Screen only).....	\$ 5.

◆ 1937 60 Series Parts:

Fan Pulley (blasted).....	\$10.
Fan (blasted).....	\$10.
Air Cleaner (Needs lots of work).....	make offer
Distributor #663Z 3327.....	\$40.
ID Firewall Tag for Model 61 (Exc. Condition).....	make offer
Handstrap Brackets (pitted, a pair).....	\$10. or bo
Battery Cover (blasted).....	\$10.
Complete Running Gear (Motor/Transmission & Rear End with stripped Model 61 body. (You haul) (in upstate New York) (last call).....	\$200. /BO

◆ Lynn Steel Rubber Products:

New '29-'37 Grommet/Water Temp (Oval) Steele #50272.....	\$ 5.
Sun Visor End Plugs Steel #C-0330 (new).....	\$3.50
Hood Corners (Good used condition).....	\$ 5. pr
Clutch & Brake Pedal Pads (Good Used Condition).....	\$ 5. pr

Add 20% Shipping, will charge exact postage for LARGE ORDERS

Normally sent UPS / INSURED. (Resonable offers accepted)

Jerry Root (#422)

71 South Pollard Dr.

Fulton, N.Y. 13069

(315) 593-2346 after 5pm EST

- ◆ For 1937 Special Model 41
Generator # 918B
Generator Pulley for 918B
Gravel Shield (back bumper)
Heavy Duty Air Cleaner
Original Hubcaps
Grille Protector (Sharkstooth)
Trunk Hardware (Bracket & Shelf Bolts,
Shelf if in good condition)
Back Window Shade
(Shade & Hardware)
Dash Light Switch
"Special" Hood Inserts
Jerry Root (#422)
71 South Pollard Dr.
Fulton, N.Y. 13069
(315) 593-2346 after 5 pm EST

- ◆ Gas Tank Sending Unit
Raymond Cimarosti (#512)
14345 Colpaert
Warren, MI. 48093
(810) 293-5549

- ◆ 1937 Buick Running Board Molding
for a Special.
Must be in good condition
Robert Richards (#596)
1411 East 16th Street
National City, CA. 91950
(619) 477-9161

Parts WANTED

- ◆ One or more of the following unrestored
Driving or Fogs lamps:
•Senior or Junior Trippe Light
•Appleton Fog light
•Lorraine Fog light
•Guide Driving or Fog light
Jim Wallace (#283)
16438 Gilmore St.
Van Nuys, CA. 91406
(818) 785-7246
- ◆ 1937 or 1938 Buick
4 Door Sedan Body with Doors.
Special or Century. Slant back or
trunk back.
Don Bartlett (#1008)
(817) 596-0278 Texas

It's Damn Hard to Drive STANDING UP!

- ◆ 1937 Model 41 or 61 only
Front seat cushion only
Upholstery irrelevant.....Need solid
frame with no broken springs or
rotten spring covers. Thanks
Jack Macmillan (#725)
3621 Maplewood Ave.
Los Angeles, CA 90066
(310) 390-3902

CARS For Sale

- ◆ 1937 Special Model 41 Parts Car
Would like to sell entire car. Could
deliver within Michigan.....\$400.
John Rainey (#916)
(810) 694-1375 after 8 pm EST-Michigan
- ◆ 1938 Roadmaster Model 87 Fastback Sedan.
(Only 466 built).
Car is original and complete with plain
fenders. Corot Beige per ID tag. Been in
dry storage since 1970. Complete set of
sidemounts included. Needs complete
restoration. Buyer also gets two scarce
options, the folding rear bumper guard
and rear Jaeger made clock.....\$7,500.
or \$7,000. without folding guard and clock.
Gary Stafford (#588)
(805) 643-3181 anytime
California
- ◆ 1937 Buick Special Trunk Back Sedan
Model 41 with Sidemounts.
One spare motor and transmission.
Motor in car needs reboring. Front end
has been completely rebuilt. All new
window glass. Many parts have been
rechromed. Over \$7,000 invested.
.....Will sell for \$3,500.
Wesley Manring (#943)
(317) 288-8406 Central Time - Indiana
- ◆ 1937 Buick Limited Model 91
Car is disassembled, body shell in
primer, wood work done, doors re
paired, chassis is powder coated. Lots
of new/spare parts. \$5,000 invested.
.....Make offer.
Charlie Schmidt (#1066)
(402) 423-4748 - Nebraska

'37-'38 Buick Rubber Parts

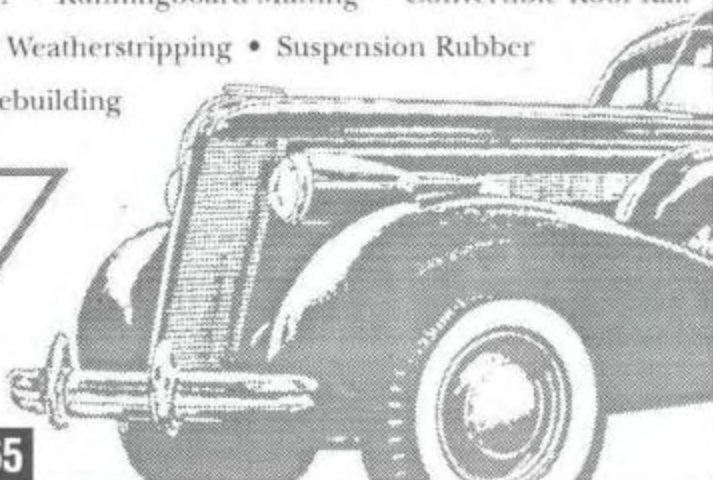
Windshield Gaskets • Vent Window Rubber • Runningboard Matting • Convertible Roof Rail
Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber
Trunk Weatherstripping • Motor Mount Rebuilding



Quality Restoration Rubber Parts

Steele Rubber Products
Dept 37-38 • 1601 Hwy 150 East
Denver, NC USA 28037-9735
Fax: 704/483-6650

480 Page
Catalog
Only \$2

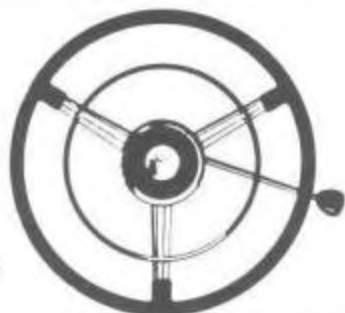


Call Toll Free 24 Hrs. 800/544-8665



J.B. Donaldson Co.

2533 W. Cypress St.
Phoenix, Arizona 85009
(602) 278-4505



Beautifully Recast
STEERING WHEELS

Thru 1953
\$2.00 for Brochure, Must Specify Year

SWANSON'S

VINATGE - PARTS - ACCESSORIES
1938 - 1948

3574 Western Ave.
Sacramento, CA 95838
(916) 646-0430

DON

JIM



1927
TO
1953

WIRING HARNESSES

AUTHENTIC REPRODUCTION
WIRING SYSTEMS THRU 1953
HANDCRAFTED WITH THE
FINEST MATERIALS
EACH SUPPLIED WITH:
LIMITED WARRANTY
INSTALLATION INSTRUCTIONS
SCHEMATICS
ALSO OFFERING:
WIRING SUPPLIES
BRAIDING SERVICE
CATALOG OR INFORMATION \$2



BOX 435 WAYNE, PA. 19087

BOB'S AUTOMOBILIA

(805) 434-2963

1937-1938 BUICK

FRONT FLOORMAT

1937-38 All Models
Black or Brown
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$3.40 ft.



DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$1.80 ft



TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$31.50
Sedans. 3/4" Wide;
Ser. 40-60.....TW-371S.....\$31.50



TRUNK SEAL For COUPES. 9/16" X 1"

Sponge.....TL-369.....\$2.00 ft.



CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.50 ea.
Brown.....CB-343BN.....\$5.50 ea.
Series 80-90.....CB-32BK.....\$7.50 ea.
Brown.....CB-32BN.....\$8.50 ea.



PEDAL FLOOR SEALS, All Models

FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back.....AP-37BK.....\$28.00
Brown.....AP-37BN.....\$29.00



SHIFT BOOT. 1937-38 Series 40 Only!

Black.....SB-348BK.....\$ 9.75
Brown.....SB-348BN.....\$14.50



TIE-ROD ENDS. 1937-38 Series 40

Left Hand THREADS. TE-371L.....\$27.00
Right Hand THREADS. TE-371R.....\$27.00



FUEL PUMP KITS ;Series 40. FK-24.....\$25.00

Series 60-80-90 (Diaphragm Assy. Req.)
FK-116.....\$28.00



CARB. KITS: CARTER.....CK-360C \$26.00

STROMBERG.....CK-37XS \$26.00



TORQUE BALL SEAL KIT. All Models

TBK-343.....\$26.00



1937 Ser. 40-60 Front Door VENT Window

REGULATORS.....VWR-37.....\$65. pr.



SUNVISOR BRACKETS For 40-50-60 Closed

Cars.....VB-370.....\$45. pr.



ARM RESTS (door) METAL BRACKET and

SPONGE. not covered.....\$27. ea.



VISOR "VANITY" MIRROR. VM-379.....\$25. ea.



EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$180. CENTER \$182. VALVE BODY \$195.



RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8.....\$160.00



HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

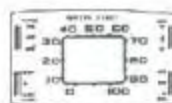
RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$ 4.



OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$30.



1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.75



RUMBLE SEAT LATCH 1937-38

DL-368.....\$65.



MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$28. ea.



TRUNK HINGES for 40-60. Castings. \$85. set

Chrome Plated.....\$150. pr.



1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4

1937 or 38 HOOD ORNAMENT.....HO-3X.....\$85.

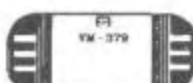


SOME OTHER ITEMS WE STOCK: BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING; 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$5.



BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963

VISA- MASTERCARD or C.O.D. CATALOG #42 \$3.00 - PHONE ORDERS - (Write For Catalog)

BUICK UPHOLSTERY KITS

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit is made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



Guaranteed Quality & Fit

Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.

HAMPTON



Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341

